

IN THE CLAIM:

1 - 7 (Cancelled)

8. (Currently Amended) A motor vehicle bearing and piston-and-cylinder unit comprising:

piston-and-cylinder unit;

a metallic housing with a pot-shape said housing having an inner wall;

5 a motor vehicle body part connected to said housing;

a rubber buffer arranged in said housing, said buffer having a first portion and a second portion;

an inner part connected to said piston-and-cylinder unit and ~~completely~~ embedded in said rubber buffer; and

10 a reinforcing part embedded in said rubber buffer, said first portion of said buffer being supported at said inner wall via said reinforcing part, said housing including an inner shoulder, a diameter of said reinforcing part decreasing with increasing distance from said inner shoulder and with decreasing distance to said body part.

9. (Previously Presented) A bearing piston-and-cylinder unit in accordance with claim 8, wherein said second portion is a damping buffer portion and said first portion is a tensioning buffer portion.

10. (Original) A bearing piston-and-cylinder unit in accordance with claim 8, wherein said reinforcing part is an annularly extending reinforcing part arranged in said housing, extending in an annular pattern.

11. (Previously Presented) A bearing and piston-and-cylinder unit in accordance with claim 8, wherein said inner part is arranged in one of an axially, radially and cardanically movable manner.

12. (Original) A bearing and piston-and-cylinder unit in accordance with claim 10, wherein said, annularly extending reinforcing part has a decreasing internal diameter starting from said housing.

13. (Original) A bearing and piston-and-cylinder unit in accordance with claim 9, wherein said rubber buffer is dimensioned such that said tensioning buffer portion protrudes from said pot-shaped housing and is tensioned upon connecting said housing to the vehicle.

14. (Original) A bearing piston-and-cylinder unit in accordance with claim 8, wherein for fastening said piston-and-cylinder unit, said rubber buffer, said inner part and said housing are provided with a through hole.

15. (Currently Amended) A motor vehicle with a bearing and a piston-and-cylinder unit,

the vehicle comprising:

a motor vehicle body part;

piston-and-cylinder unit;

5 a metallic housing with a pot-shape, said metallic housing being connected to said vehicle body part;

a rubber buffer arranged in said housing;

an inner part connected to said piston-and-cylinder unit and **completely** embedded in said rubber buffer; and

10 a reinforcing part supported one of axially and radially at an inner wall of said housing, said reinforcing part being embedded in said rubber buffer, said housing including an inner shoulder, a diameter of said reinforcing part decreasing with increasing distance from said inner shoulder and with decreasing distance to said body part.

16. (Original) A motor vehicle in accordance with claim 15, wherein said rubber buffer is divided into a damping buffer portion and a tensioning buffer portion pretensioned relative to one or more of said motor vehicle body part and said housing.

17. (Original) A bearing piston-and-cylinder unit in accordance with claim 15, wherein said reinforcing part is an annularly extending reinforcing part arranged in said housing, extending in an annular pattern.

18. (Original) A bearing and piston-and-cylinder unit in accordance with claim 17, wherein said, annularly extending reinforcing part has a decreasing internal diameter starting from a housing side toward a motor vehicle part side.

19. (Original) A bearing and piston-and-cylinder unit in accordance with claim 16, wherein said rubber buffer is dimensioned such that said tensioning buffer portion protrudes from said pot-shaped housing prior to connection with said motor vehicle body part and is tensioned upon connecting said housing to said motor vehicle body part.

20. (Original) A bearing and piston-and-cylinder unit in accordance with claim 15, wherein:

said inner part includes first and second sides extending radially from said piston-and-cylinder unit, said first side extending radially farther than said second side.

21. (Original) A bearing and piston-and-cylinder unit in accordance with claim 18, wherein:

said piston-and-cylinder includes a piston rod fixed to said inner part;
said reinforcing part is spaced from said inner part and said piston rod.

22 (Cancelled)

23. (Currently Amended) A bearing arrangement comprising:

a body part;

a housing connected to said body part;

an elastic buffer arranged between said housing and said body part, said elastic buffer

5 having a first portion and a second portion;

a reinforcing part arranged in said elastic buffer;

said body part, said housing, said first portion and said reinforcing part being shaped and arranged to hold said first portion in pretension when said housing is connected to said body part;

10 a carrier piece embedded in said second portion of said elastic buffer, said carrier piece having a connection for a piston cylinder unit;

said housing, said second portion and said carrier part being shaped and arranged to cause said second portion to damp movement between said carrier piece and said body part, and to have less pretension than said first portion, said housing including an inner shoulder, a diameter of said reinforcing part decreasing with increasing distance from said inner shoulder
15 and with decreasing distance to said body part.

24. (Previously Presented) An arrangement in accordance with claim 23, wherein:

a piston cylinder unit is connected to said carrier piece;

said body part is a vehicle body part.

25. (Previously Presented) An arrangement in accordance with claim 23, wherein:
said carrier piece and said reinforcing part are spaced from each other.

26. (Previously Presented) An arrangement in accordance with claim 23, wherein:
said first portion is more tightly fixed to said housing than said second portion;
said second portion is more movable with respect to said housing than said first portion.

27. (Previously Presented) An arrangement in accordance with claim 22, wherein:
said second portion is more damping of movement between said carrier piece and said
body part than said first portion.